VOLUME 4. Aircraft Equipment and Operational Authorizations

CHAPTER 4. MINIMUM EQUIPMENT LISTS (MEL) AND CONFIGURATION DEVIATION LISTS (CDL)

SECTION 1. GENERAL

1065. BACKGROUND. Minimum Equipment Lists (MEL) procedures were developed to allow the continued operation of an aircraft with specific items of equipment inoperative under certain circumstances. The Federal Aviation Administration (FAA) has found that for particular situations, an acceptable level of safety can be maintained with specific items of equipment inoperative for a limited period of time, until repairs can be made. The MEL document describes the limitations that apply when an operator wishes to conduct operations when certain items of equipment are inoperative. In 1964, the FAA established and adopted the MEL program for Title 14 of the Code of Federal Regulations (14 CFR) part 121 operations. In 1978, 14 CFR part 135 multiengine aircraft operations were included in the MEL program; in 1991, part 135 single-engine operations were included. In November of 2003, 14 CFR part 91, subpart K fractional ownership program managers were added to the MEL program.

1067. GENERAL. Section 1 of this chapter contains definitions and a general overview of the MEL system. Section 2 contains information on the development and approval process of master minimum equipment lists (MMEL). Section 3 contains information and guidance on developing and approving MELs. Section 4 contains information and guidance for aviation safety inspectors (ASI) on MEL use during operations. Section 5 contains information and guidance for ASIs on how the master minimum equipment list subsystem (MMEL Subsystem) works as an automated method to retrieve the MMEL. Section 6 contains information about the development, approval, and usage of the configuration deviation list (CDL). Certain FAA technical groups, boards, and national resources related to these topics are referred to throughout this chapter; detailed guidance about these groups may be found in volume 8, chapter 3.

1069. APPLICABILITY. This chapter applies to operations of N-registered aircraft in accordance with 14 CFR parts 91 subpart K, 121, 129, and 135. Separate guidance exists for MEL's for 14 CFR parts 91 and 125 operators in FAA Order 8700.1, General Aviation Operations Inspector's Handbook.

NOTE: The term "operator" as used in this chapter refers to Air Carrier Certificate Holders, commercial operators, and fractional ownership program managers, unless otherwise noted.

1071. POI'S RESPONSIBILITIES. The principal operations inspector (POI) is the primary FAA official responsible for the overall process of administering, evaluating, and approving an operator's MEL. It is essential that the POI work with the principal maintenance inspector (PMI), the principal avionics inspector (PAI), and other individuals or groups involved in this process. Should the POI require additional TECHNICAL information related to a specific MEL ITEM, he or she should consult the Flight Operations Evaluation Board (FOEB) chairman responsible for the aircraft.

1073. DEFINITIONS. The following definitions are used throughout this chapter and referenced in the MMEL:

A. Administrative Control Item (ACI). An ACI is listed by the operator in the MEL for tracking and informational purposes. An ACI may be added to an operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e., Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

B. Aircraft Evaluation Group (AEG). The AEG is the Flight Standards point of contact with aircraft certification and is responsible for the development, revision and publication of an MMEL for those aircraft within its area of responsibility.

C. Airplane Flight Manual (AFM)/Rotorcraft Flight Manual (RFM). The FAA-approved AFM/RFM is the document approved by the responsible FAA aircraft certification office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable type certificate data sheet. The approved flight manual is the source document for operational limitations and

performance parameters for an aircraft. The term, approved flight manual, can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.

D. Aircraft Maintenance Manual (AMM). The AMM is the source document for aircraft maintenance procedures. The term AMM can apply to either an airplane or a rotorcraft manual. The FAA requires an AMM for aircraft certification.

E. Air Transportation Division MMEL Website. A website established by the Air Transportation Division that provides the public with the latest approved MMELs, MMEL policy information and draft MMEL documents for public review and comment. The website is updated on a daily basis and can be accessed at http://ksn.faa.gov/km/avr/afs/afs200/mmel. This website is password protected. For access, contanct the FAA's Air Transportation Division, AFS-260, at (202) 267-8166.

F. Air Transport Association of America (ATA) Specification 100. ATA Specification 100, Manufacturer's Technical Data, is an international industry numbering standard developed to identify systems and components on different aircraft in the same format and manner.

G. As Required by FAR. When the MMEL states "As Required by FAR," the listed item is subject to certain provisions (restrictive or permissive) expressed in 14 CFR operating rules (traditionally known as Federal Aviation Regulations (FAR)). The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for time specified by repair category.

H. Configuration Deviation List (CDL). Aircraft certified under the provisions of Civil Air Regulations (CAR) 4b, FAR Parts 23 or 25, and intended for use under FAR Parts 121 or 135 may be approved for operations with missing secondary airframe and engine parts. The aircraft source document for such operations is the CDL. The ACO grants approval of the CDL under an amendment to the type certificate. For U.S.-certificated aircraft, the CDL is incorporated into the limitations section of the approved flight manual as an appendix.

I. Day of Discovery. Is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and/or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair interval of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

J. "Deactivated" or "Secured". When the MMEL refers to an item as "deactivated" or "secured," the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

K. Deleted. Items previously allowed to be deferred, but later revised will have a note in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

L. Electronic Fault Alerting System. Refer to Policy Letter 25 for the current definition and MMEL policy.

M. ER. ER refers to extended range operations of a two-engine airplanes (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A, Extended Range Operations With Two Engine Airplanes (ETOPS).

N. Excess Items. Excess items are hose items that have been installed that are redundant to the requirements of 14 CFR.

O. Federal Aviation Regulations (FAR). FAR is the old name for Title 14 of the Code of Federal Regulations (14 CFR); the applicable portions of the Federal Aviation Act and Federal Aviation Regulations. (Note: See Title 14 of the Code of Federal Regulations (14 CFR.))

P. Flight Day. A flight day is a 24-hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

Q. Flight Operations Evaluation Board (FOEB). An FOEB is a board of FAA personnel assigned for each type of aircraft. The FOEB is composed of FAA personnel who are operations, avionics, airworthiness, and aircraft certification specialists. The FOEB develops an MMEL for a particular aircraft type under the direction of the AEG and the Air Transportation Division, AFS-200.

R. Flight Operations Policy Board (FOPB). The FOPB develops FOEB and flight standardization board (FSB) policy recommendations, which are approved by the Air Transportation division manager.

S. Icing Conditions. An atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

T. Inoperative. A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

U. Inoperative Components of an Inoperative System. Inoperative items which are components of a system that is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

NOTE: Inoperative items must be placarded to inform and remind the crewmembers and mainte-

nance personnel of the equipment condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

V. Master Minimum Equipment List (MMEL). A list of equipment that the FAA (FOEB) has determined may be inoperative under certain operational conditions and still provide an acceptable level of safety. The MMEL contains the conditions, limitations and procedures required for operating the aircraft with these items inoperative. The MMEL is used as a starting point in the development and review of an individual operator's MEL.

W. MMEL Subsystem. A computerized component of the Aviation Safety Analysis System (ASAS), which automates the process of creating, revising, approving, and distributing MMELs.

X. Minimum Equipment List (MEL). The MEL is a list derived from the MMEL for a particular make and model aircraft by an individual operator. The operator may elect to have a single MEL for multiple aircraft listed in Operation Specification/Management Specification (OpSpec/MSpec) D085, if they are the same make and model. This is known as a "Fleet MEL". The operator's MEL takes into consideration the operator's particular aircraft configurations, operational procedures, and conditions with certain inoperative equipment.

Y. Notes (In Column 4 of the MMEL). Provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

Z. Operative. A system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified (unless specified in the provisions); it is to be considered operative unless reported or is known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified, but no interval is specified, verification is required only at the time of deferral. The operator's MEL may incorporate standardized terminology of its choice, to specify that an item of equipment must be operative, provided the operator's MEL definition indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose.

AA. Passenger Convenience Items. Those items related to passenger convenience, comfort, or entrainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

AB. Proposed Master Minimum Equipment List (PMMEL). A list developed by the manufacturer or operator that is submitted to the FOEB as a basis for the development of an MMEL.

AC. Repair Intervals. All users of an MEL approved under parts 91 subpart K, 121, 125, 129, and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

(1) *Category A.* Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

(2) *Category B.* Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would being at midnight the 26th and end at midnight the 29th.

(3) *Category C.* Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

(4) *Category D.* Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record (see paragraph 1167 for additional information).

AD. "-" Symbol. (Column 2) and/or (Column 3) indicates a variable number (quantity) of the item may be installed. This is common when a Fleet MEL is used since aircraft of the same make and model may have differing numbers of specific items installed.

*AE. "***" Symbol.* (Column 1) indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

AF. "(M)" Symbol. Indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

AG. "(O)" Symbol. Indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

AH. System Definitions. System definitions are based on the Air Transport Association (ATA) Specification Number 100 and are numbered sequentially.

(1) *Item (Column 1).* The equipment, system, component, or function listed in the "Item" column.

(2) *Number Installed (Column 2).* The number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required and the "-" symbol is used.

(3) *Number Required for Dispatch (Column 3).* The minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met. NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

(4) *Remarks or Exceptions (Column 4).* This column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

(5) *Vertical bar (Change Bar).* Indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

AI. Title 14 of the Code of Federal Regulations (14 CFR). The applicable portions of the Federal Aviation Act and Code of Federal Regulations (CFR). The CFR is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

AJ. Visual Flight Rules (VFR). Is as defined in 14 CFR part 91.

AK. Visual Meteorological Conditions (VMC). The atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules on an IFR flight plan.

AL. Visible Moisture. An atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, mist, rain, sleet, hail, or snow.

1075. PURPOSE OF MEL. 14 CFR §§ 23.1301 and 25.1301 states, in part that "each item of installed equipment must function properly." Therefore, an aircraft is not airworthy if any of its installed equipment is missing or inoperative because it is not in conformity with its type design.

A. Section 21.181 provides, in pertinent part, that an Airworthiness certificate is effective so long as the maintenance, preventive maintenance, and inspections are performed in accordance with 14 CFR parts 43 and 91. Section 91.203(a) (1) provides, in pertinent part, that no person may operate an aircraft unless it has within it an appropriate and current Airworthiness certificate. Section 91.405 provides that each owner or operator of an aircraft shall have the aircraft inspected as prescribed and shall, between inspections, have defects repaired as prescribed. Section 135.25(a) (2) provides that no certificate holder may operate its aircraft in an unairworthy condition. Section 135.143(b) provides, in pertinent part, that no person may operate an aircraft unless the instruments and equipment in it are approved and operable. Section 121.628 states that no person may take off with inoperable instruments or equipment installed unless certain conditions are met.

B. Thus, absent a change in type design to address missing or inoperative equipment, installed items of equipment, including optional items, must be operative for all operations, to maintain the validity of the airworthiness certificate. Operations with inoperative equipment would not be in accordance with §§ 91.405, 121.628, 135.25(a)(2), and 135.143(b). Under § 135.179(b), the FAA-approved MEL, and the FAA letter of authorization for its use, constitute a supplemental type certificate and constitute an approval to operate with inoperative equipment within the

conditions and limitations of the MEL, the letter of authorization and, where applicable, the operator's FAA approved manual.

C. 14 CFR permits the authorization of an MEL if the Administrator finds that compliance with all the aircraft equipment requirements is not necessary in the interest of safety for a particular operation. Through the use of appropriate conditions or limitations, the MEL provides for improved scheduled reliability and aircraft utilization with an equivalent level of safety. This process is possible because of the installation of additional and redundant instruments, equipment, and/or systems in present aircraft. Without an approved MEL, inoperative equipment would ground the airplane until repair or replacement of the nonfunctioning equipment. An MEL is approved for a specific make and model of aircraft, and the use of it is authorized by its OpSpecs/MSpecs or letter of authorization, as applicable.

1077. ITEMS LISTED ON THE MEL. There are three categories of items that may be contained in the operator's MEL:

- MMEL items
- Passenger convenience items
- Administrative control items

A. MMEL Items. The MEL will list all of the MMEL items for which the operator seeks relief and that are appropriate for its operation. The operator, by not listing at its discretion certain items in its MEL, may be more restrictive than permitted by the MMEL.

B. Passenger Convenience Items. The passenger convenience items, as contained in the operator's approved MEL, are those related to passenger convenience, comfort, or entertainment, such as, but not limited to, galley equipment, movie equipment, in-flight phones, ashtrays, stereo equipment, and overhead reading lamps. It is incumbent on the operator and the POI to develop procedures to ensure that those inoperative passenger convenience items are not used. Passenger convenience items do not have fixed repair intervals. Items addressed elsewhere in the MMEL shall not be authorized relief as a passenger convenience item. "M" and "O" procedures may be required and should be developed by the operator, approved by the POI, and included in the air carrier's appropriate document.

C. Administrative Control Items. An operator may use an MEL as a comprehensive document to control items for administrative purposes. In such cases, the operator's MEL may include items not listed in the MMEL; however, relief may not be granted for these items unless conditions and limitations are contained in approved documents other than the MMEL or meet the regulatory requirements of 14 CFR. Examples of items considered to be administrative control items would be cockpit procedure cards, and life vests.

1079. TIMELY REPAIR OF ITEMS THAT ARE INOPERATIVE. The MEL is intended to permit the operation of an aircraft with certain inoperative items for a limited period of time until repairs can be accomplished. The operator is responsible for establishing a controlled and effective repair program.

A. Repair Interval. Operators must make repairs within the time period specified by the MEL. Although the MEL might permit multiple days of operation with certain inoperative equipment, operators must repair the affected item as soon as possible.

B. Day of Discovery. The day of discovery is the calendar day an equipment malfunction was recorded in the aircraft maintenance log or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, such as categories "A," "B," "C," and "D." The operator and the POI must establish a reference time in which the calendar day or flight day begins and ends 24 hours later. This reference time is established to ensure compliance with timely repair of equipment and items.

C. MMEL Definitions. More than one set of MMEL definitions exist due to years of evolving changes during which not all MMEL's have been updated to the latest revision of the definitions. However, only one set of definitions may be used with a specific MMEL. The most up-to-date definitions reside in Flight Standards Policy Letter 25. This policy letter can be found on the OpSpecs website: www.opspecs.com. Only certain portions of the latest definitions may be appropriate for a specific air carrier's MEL. Definitions found in global changes, such as administrative control and repair intervals, may be adopted by the operator.

D. Continuing Authorizations. Approval of an MEL authorizes an operator to use a continuing authorization to approve extensions to the maximum repair interval for category "B" and "C" items, provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the operator's exercise of extension authority. The certificate holder is not authorized to extend the maximum repair time for category "A" and "D" items, as specified in the approved MEL. Misuse of the continuing authorization may result in an amendment of the operator's OpSpecs/MSpecs by removing the operator's authority to use an MEL.

E. Equipment Discrepancies After Blocking Out. The preamble to the Part 121 Minimum Equipment List refers to the MEL as a dispatch (or flight release) document designed to be used during the preparation for flight and not intended to replace abnormal/emergency procedures when an item becomes inoperative during a flight. This provides some latitude for the air carrier in establishing procedures to allow the pilot in command to consult with the maintenance and the dispatch organization. Together they will decide the best

course of action in event of an equipment failure after a flight departs the blocks.

(1) For air carrier operations, the phrase, "time of dispatch or release" should be considered as "the time that the aircraft begins movement for the purpose of takeoff." This is interpreted as the time that the aircraft is either pushed-back from the blocks, or the first movement of the aircraft taxiing away from the blocks, or is towed from the blocks for the purpose of takeoff. The intent is to provide protection for the required operational conditions to be considered for the dispatch of a flight in situations where delays may be encountered.

(2) The air carrier is responsible for operating its aircraft in an airworthy condition. The certificate holder should include a procedure for handling equipment or instrument failure after the aircraft has departed the blocks for the purpose of takeoff. The procedure should allow the pilot in command to communicate with the dispatch and maintenance organizations, if required, to review the situation and determine whether the flight should:

(a) return for repairs (the failed equipment is a no-go item), or

(b) return to accomplish an (M) procedure specified in the MEL before continuing the flight, or

(c) continue using the alternate procedure (abnormal procedure) for operating with the failed item.

(3) The air carrier procedure may also provide for the flight to continue when the pilot in command determines that the flight can be operated safely using the alternate procedure under the conditions of the dispatch release, without communicating with the dispatch and maintenance organizations.

NOTE: If the conditions for a flight are changed to the extent that the original dispatch or flight release is no longer valid, then a new dispatch or flight release or an amended release is required.

1081. RECORDKEEPING. When an item of equipment becomes inoperative, the operator must report it by making an entry in the aircraft maintenance record, as prescribed by part 91, subpart K, part 121, and part 135.

1083. MULTIPLE ITEMS THAT ARE INOPERATIVE. Individual MEL requirements are designed to provide coverage for single failures en route. When operating with multiple inoperative items, the operator should consider the interrelationships between those items and the effect on aircraft operation and crew workload, including consideration of a single additional failure occurring en route. The MMEL preamble provides further guidance pertaining to multiple inoperative items.

1085. FLEET APPROVAL. An operator may have a single MEL for multiple aircraft of the same make and model as authorized in Opspec/MSpec D095. This is known as a "Fleet MEL". Operators who use a single MEL for multiple aircraft may reflect equipment in its MEL that is not installed on all aircraft in its fleet. In this case, the item's title in the operator's MEL need not reference any specific airplane identification (usually the registration number) unless the operator determines that there is a need to do so.

NOTE: The MEL is not a configuration control document and any attempt to use the operator's MEL as a configuration control document penalizes the operator if his current MEL does not reflect the aircraft registration number.

A. MMEL column 2 (the number installed) does not require the aircraft registration number be included in the operator's Minimum Equipment List (MEL) when there are differences in the installed number of items in an operator's fleet. The configuration of the aircraft and installed equipment is determined by the original aircraft type certification at the time of manufacture, the official parts list, any subsequent installation or removal of equipment established by STC or engineering order, or other approved maintenance procedures.

B. In those instances where a system MEL is not easily identifiable, (as is the case with Boeing 757 MMEL Fuel Subset 22-2) the operator should be able to make reference to in-house supportive documentation to verify installation as discussed earlier. Many operators list registration numbers with their MEL documents in the interest of quickly determining if relief is available. The source of the difficulties experienced by operators is reported to be the "NOTES" in the definition section of the MMEL under paragraphs (1)(b) and paragraph (5).

C. Operator fleet MELs can be approved to reflect all of the equipment that can be applicable to aircraft of a specific type fleet. Aircraft identification numbers need not be listed in the MEL for fleet approvals. Accordingly, the note under paragraph (1)(b) and the note under paragraph (5), as it applies to column 2 of the "Definition" section of the MMEL, should be deleted.

1087. MEL REVISIONS. Refer to volume 4, chapter 4, section 2, of Order 8400.10.

1089. ACCESS TO MEL. The FAR require that the MEL be carried aboard the aircraft or that the flightcrew have direct access to the MEL information prior to flight. Other means of direct access require approval through Operations/ Management Specifications.

1091. CONFLICT WITH OTHER FAA-APPROVED DOCUMENTS. The MEL may not conflict with other FAA-approved documents such as the approved flight

manual limitations and airworthiness directives (AD). The operator's MEL may be more restrictive than the MMEL, but under no circumstances may the operator's MEL be less restrictive.

1092. SUPPLEMENTAL TYPE CERTIFICATE (STC) MMEL RELIEF PROCESS.

A. Relief for inoperative systems/components installed by STC other than provided in AFM supplements, coordinated with and approved by the FOEB chairman, will be granted in accordance with the FOEB process. Relief for equipment must be included in the MMEL before inclusion in the operator's MEL. STC relief may be considered outside the normal FOEB process. The goal of the FOEB is to provide appropriate MMEL relief upon certification of the STC.

B. The operator involved in the certification of an STC should submit a request for MMEL relief in accordance with the "MMEL Agenda Coordination Process". This submission should be made early in the certification process to allow MMEL evaluation concurrent with the certification process.

1093. MMEL FOR PART 129 AND 129.14 FOREIGN AIR OPERATORS.

A. All operators of U.S.-registered aircraft certificated under 14 CFR part 129 (OPSPECS) and 14 CFR § 129.14 (FAA-approved Maintenance Programs), who have FAA-approved MELs, must have an MEL Management Program.

B. These operators will be given six (6) months to develop, submit, and obtain FAA approval for their MEL Management Program. The requirements of the MEL Management Program are described below:

(1) Foreign air carriers shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL. Foreign air carriers shall include in a document or in its manual, a description of the MEL Management Program. The MEL Management Program must include at least the following provisions:

(a) A method that provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

(b) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

(c) A review of items deferred because of the unavailability of parts so that a valid back order exists with a firm delivery date.

(d) A description of specific duties and responsibilities, by job title of personnel, who manage the MEL Management Program.

(e) Procedures for controlling extensions to specified maximum repair intervals, as permitted by the verbiage contained in the following paragraphs, to include the limit of the extension, and the procedures to be used for authorizing extensions.

(2) The foreign air carrier is authorized to use a continuing authorization to approve extensions to the maximum repair interval for category B and C items as specified in the approved MEL, provided the responsible Flight Standards District Office/International Field Office (FSDO/IFO) is notified within 24 hours of any extension. The foreign air carrier is not authorized to approve any extensions to the maximum repair interval for category A and D items, as specified in the approved MEL. A copy of the approval must be carried aboard each applicable aircraft.

(3) Additional time extensions to MEL category B and C items can only be authorized by foreign air operators, in accordance with the verbiage contained in their continuing authorization to approve extensions, as part of their FAA-approved Management Program.

(4) Individual FAA aviation safety inspectors are not authorized to approve such extension request.

1094.-1104. RESERVED

[THIS PAGE INTENTIONALLY LEFT BLANK]

[PAGES 4-569 THROUGH 4-576 RESERVED]